

The Ohio Public Works Commission

65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

**OHIO  
PUBLIC WORKS  
FOR YOU**

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

*CBOIC*

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: CITY OF CINCINNATI CODE# 061- 15000

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 9 / 1 / 98

CONTACT: KEITH PETTIT PHONE # (513) 352-5284

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: MEHRING WAY RELOCATION

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County  
☒ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,475,000  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance \$ \_\_\_\_\_  
MBE SET-ASIDE OFFERED  
Construction \$ \_\_\_\_\_  
Procurement \$ \_\_\_\_\_

PROJECT TYPE

(Check Largest Component)

- ☒ 2. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 2,950,000

FUNDING REQUESTED: \$ 1,475,000

**DISTRICT RECOMMENDATION**

To be completed by the District Committee ONLY

GRANT: \$ 1,475,000.00

LOAN: \$ \_\_\_\_\_

LOAN ASSISTANCE: \$ \_\_\_\_\_

% \_\_\_\_\_ TERM: \_\_\_\_\_ yrs. (Attach Loan Supplement)

(Check Only 1)

- ☒ State Capital Improvement Program  
☐ Local Transportation Improvements Program  
☐ Small Government Program

DISTRICT MBE SET-ASIDE

- Construction \$ \_\_\_\_\_  
Procurement \$ \_\_\_\_\_

FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_

Local Participation \_\_\_\_\_ %

OPWC Participation \_\_\_\_\_ %

Project Release Date: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

OPWC Approval: \_\_\_\_\_

APPROVED FUNDING: \$ \_\_\_\_\_

Loan Interest Rate: \_\_\_\_\_

Loan Term: \_\_\_\_\_ years

Maturity Date: \_\_\_\_\_

Date Approved: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

## 1.0 PROJECT FINANCIAL INFORMATION

### 1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
1. Preliminary Engineering \$ .00
  2. Final Design \$ .00
  3. Other Engineer Services \* \$ .00
  - Supervision \$ .00
  - Miscellaneous \$ .00
- b.) Acquisition Expenses:
1. Land \$ .00
  2. Right-of-Way \$ .00
- c.) Construction Costs: \$ 2,950,000.00
- d.) Equipment Purchased Directly: \$ .00
- e.) Other Direct Expenses: \$ .00
- f.) Contingencies: \$ .00
- g.) TOTAL ESTIMATED COSTS: \$ 2,950,000.00

MBE	Force Account
\$	\$
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

### 1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- a.) Local In-Kind Contributions \$ .00
- b.) Local Public Revenues \$1,475,000.00
- c.) Local Private Revenues \$ .00
- d.) Other Public Revenues
1. ODOT PID# \$ .00
  2. EPA/OWDA \$ .00
  3. OTHER \$ .00

**SUB TOTAL LOCAL RESOURCES:** \$ 1,475,000.00 50%

- e.) OPWC Funds
1. Grant \$1,475,000.00
  2. Loan \$ .00
  3. Loan Assistance \$ .00

**SUB TOTAL OPWC RESOURCES:** \$ 1,475,000.00 50%

**f.) TOTAL FINANCIAL RESOURCES:** \$ 2,950,000.00 100%

\*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

### 1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

## 2.0 PROJECT INFORMATION

**IMPORTANT:** If project is multi-jurisdictional, information must be consolidated in this section.

### 2.1 PROJECT NAME: Mehring Way Relocation

### 2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

**a: SPECIFIC LOCATION:**

Mehring Way – Smith Street to the Roebling Suspension Bridge

**PROJECT ZIP CODE: 45202**

**b: PROJECT COMPONENTS:**

Construction of new concrete pavement with concrete curbs, sidewalks, storm sewers, traffic control devices, street lighting and related infrastructure. Mehring Way will be realigned around the proposed Paul Brown Stadium.

**c: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Removal of existing pavement. Construction of new 60' wide pavement with integral curbs. Total length of project is approximately 2925 feet.

**d: DESIGN SERVICE CAPACITY:**

**IMPORTANT:** Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.

Attach current rate ordinance.

ADT = 3,578

No change in service capacity

Will use standard rehabilitation practices to upgrade the roadway to excellent condition.

### 2.3 USEFUL LIFE / COST ESTIMATE:      Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 2,950,000	100%
State Funds Requested for Repair and Replacement	\$ 1,475,000	50%

TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ _____	%
State Funds Requested for New and Expansion	\$ _____	%

### 4.0 PROJECT SCHEDULE:\*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	3/ 1/ 98	10/ 1/ 98
4.2 Bid Advertisement:	4/ 1/ 99	6/ 1/ 99
4.3 Construction:	12/ 1/ 99	7 / 30/ 00

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER	John F. Shirey
TITLE	City Manager
STREET	Room 152, City Hall
	801 Plum Street
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513 )352 - 3241
FAX	( ) -

#### 5.2 CHIEF FINANCIAL

OFFICER	Timothy H. Riordan
TITLE	Finance Director
STREET	Room 250, City Hall
	801 Plum Street
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513 )352 - 3731
FAX	( ) -

#### 5.3 PROJECT MANAGER

TITLE	Jay Gala
STREET	Principal Construction Engineer
	Room 415, City Hall
	801 Plum Street
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513 )352 - 3423
FAX	(513 )352 - 1581

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

☐ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)

☒ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

☒ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

☐ A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)

☐ Capital Improvements Report: (Required by 164 O.R.C. on standard form)

☐ A: Attached.

☐ B: Report/Update Filed with the Commission within the last twelve months.

☐ Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

☒ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

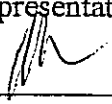
## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

**IMPORTANT:** Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

John Shirey, City Manager

Certifying Representative (Type or Print Name and Title)

  
\_\_\_\_\_  
Signature/Date Signed

9/17/98

# City of Cincinnati



Department of Public Works  
Division of Engineering

Room 445, City Hall  
801 Plum Street  
Cincinnati, Ohio 45202

John Hamner  
*Director*

Prem Garg, P.E.  
*City Engineer*

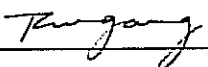
Robert H. Richardson, AIA  
*City Architect*

September 18, 1998

Subject: Mehring Way Relocation  
Certification of Useful Life

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is a least fifteen (15) years.

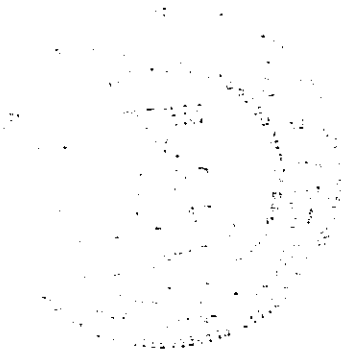


  
Prem Garg, P.E.  
City Engineer  
City of Cincinnati

### Mehring Way

307,924  
NOT ELIGIBLE  
NOTE: PAID FOR  
IN LOCAL  
MATCH BY  
CINCINNATI  
IDC  
2-8-99

*Theng*  
City Engineer



# City of Cincinnati



Department of Finance

Room 250, City Hall  
801 Plum Street  
Cincinnati, Ohio  
45202

September 18, 1998

Timothy H. Riordan  
Director

Mr. Lawrence Bicking, Director  
Ohio Public Works Commission  
65 East State Street, Suite 312  
Columbus, Ohio 43215

**RE: Status of Funds for Local Share of 1999 SCIP/LTIP Project Grants**

Dear Mr. Bicking:

The local matching shares for the following 1999 SCIP/LTIP Projects (Round 13 Funding) are recommended by the City Manager for funding in the City's 1999 Capital Improvement Program:

**STREET REHABILITATION PROJECTS**

Anderson Ferry Road (Hillside to Corp. Line)  
Beekman Street (Elmore to Yonkers)  
Glenway Avenue (Boudinot to Werk)  
Madison Road North (Edwards to Brotherton)  
Madison Road South (Observatory to Edwards)  
North Bend Road (Argus to Hamilton)  
Paddock Road (Reading to Egan Hills)  
Quebec Road (Glenway to Queen City)  
Ridge Road (Brotherton to I-71)  
Spring Grove Avenue (Mitchell to North Corp.)  
State Avenue (Queen City to West Eighth)  
Vine Street North (Paddock to Corp. Line)  
Vine Street South (Clifton to McMillan)  
Wasson Road (Paxton to Edwards)

**STREET IMPROVEMENT PROJECTS**

Colerain/Blue Rock Corner Rounding  
Hopple Street (Meeker to I-75)  
ML King (Woodside to Vine)  
✓ Mehring Way (Central to Roebling Bridge)  
Paddock Road/I-75 Interchange Improvements  
Robertson/Millsbrae Safety Improvement  
West Mitchell Avenue (East Epworth to Este)



September 18, 1998

Re: Status of Funds for Local Share of 1999 SCIP/LTIP Project Grants

Page -2-

**STREET RECONSTRUCTION PROJECTS**

Red Bank Road Reconstruction (Woodford to Zinzle)

St. Lawrence/Rutledge Reconstruction

**LANDSLIDE CORRECTION PROJECTS**

Lafayette Avenue (Mount Storm Park to McAlpin)

Lehman Road (Summit View Apartments to State Avenue)

**BRIDGE REPLACEMENT PROJECT**

Erie Avenue Bridge over NW Railroad

The matching funds for these projects are coming from Street Improvement Bonds.

If you have any questions or need additional information, please contact me at 513-352-3731.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy H. Riordan". The signature is fluid and cursive, with the first name "Timothy" being more prominent and the last name "Riordan" following in a similar style.

Timothy H. Riordan  
Director of Finance

# ADDITIONAL SUPPORT INFORMATION

-- Mehring Way Relocation --

For Program Year 1999 (July 1, 1999 through June 30, 2000), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed X      Poor         Fair         Good   

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Existing street needs to be relocated due to the placement of the proposed Paul Brown Stadium on the Central Riverfront in Cincinnati. Turn lanes, intersection configurations, and alignment will be designed to accommodate the stadium as well as the streets being extended southward from the Fort Washington Way reconfiguration. The existing roadway has been damaged severely because of the Paul Brown Stadium construction.

EXISTING ROADWAY IS NOT THERE

2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1998) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

Within one month (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired? Yes No N/A

**HAMILTON COUNTY WILL OWN OR CONTROL ANY  
PROPERTY NEEDED FOR THIS PROJECT.**

\*Please answer the following if applicable:

No. of parcels needed for project: \_\_\_\_\_. Of these, how many are -  
Takes \_\_\_\_\_, Temporary \_\_\_\_\_, Permanent \_\_\_\_\_

Of a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.   1   months

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

Project is needed to allow construction of Paul Brown Stadium, to reconstruct the primary southern access roadway for operation of the stadium. The realigned Mehring Way will also be crucial to maintaining east/west traffic across the central riverfront during construction of the Fort Washington Way project. "Health" and "safety" factors relating to this project should be carefully considered due to requirements that Mehring Way should be open before the completion of the new stadium. The Cincinnati Fire and Police Divisions have requested that this street be available for emergency vehicles to serve Riverfront Stadium, The Crown, and the riverfront recreation areas during Riverfest and other events that generate large crowds. Needless to say, the proposed Paul Brown Stadium will SIGNIFICANTLY ENHANCE THE WELFARE of downtown Cincinnati and the central riverfront. And since Mehring Way requires relocation for the stadium to be constructed, it too should be evaluated as SIGNIFICANTLY ENHANCING THE WELFARE of the service area.

HAS NOTHING TO DO WITH ROAD APPLICATION

? WHY? NEEDS TO BE EXPLAINED

4) What type of funds are to be utilized for the local share for this project?

Federal ☐ ODOT ☐ Local ☒ MRF ☐

OWDA ☐ CD ☐ Other ☐

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1997 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

50 %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban ☐ Partial Ban ☐ No Ban ☒

Will the ban be removed after the project is completed? Yes ☐ No ☐

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

3578 ADT X 1.2 = 4294 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164? (This must be included with the application to be considered for funding.)

Yes X No     

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

*So WHAT?  
WHAT ABOUT THE ROAD?*

The Paul Brown Stadium project has SIGNIFICANT REGIONAL IMPACT, since the project is being funded by a county-wide sales tax, and because this facility will be drawing crowds from the entire region, including Ohio, Kentucky, and Indiana.

For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS          Proposed LOS         

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

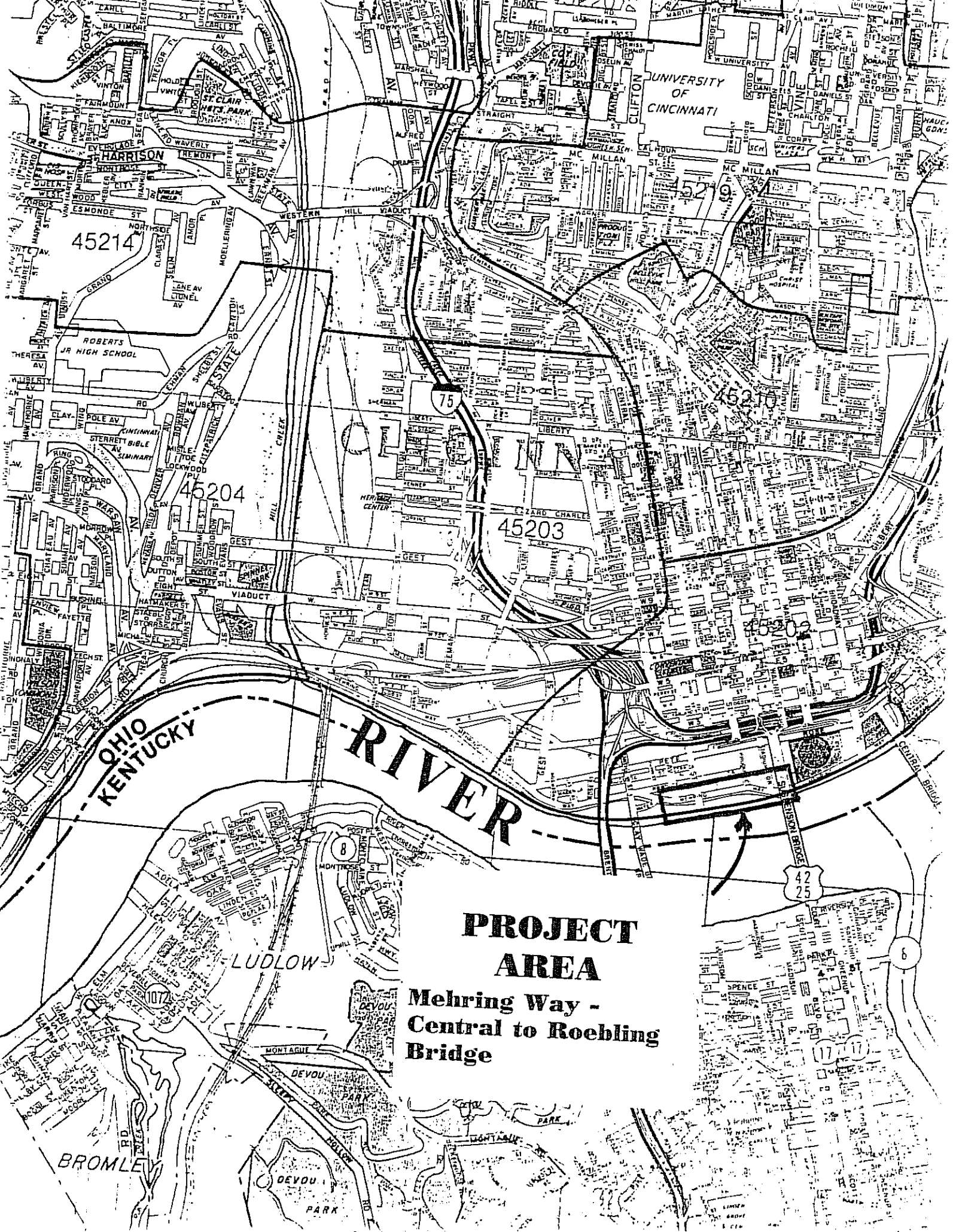
---

---

---

---

---



45214

45204

45203

45210

45202

OHIO  
KENTUCKY

RIVER

**PROJECT  
AREA**

**Mehring Way -  
Central to Roebling  
Bridge**

LUDLOW

BROMLEY

DEVOU

DEVOU

MONTAGUE

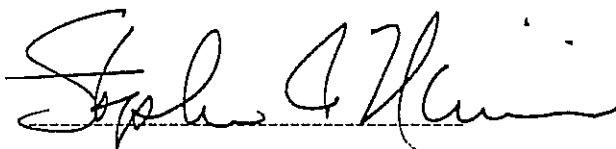
42  
25

17

8

# CERTIFICATION OF TRAFFIC COUNT

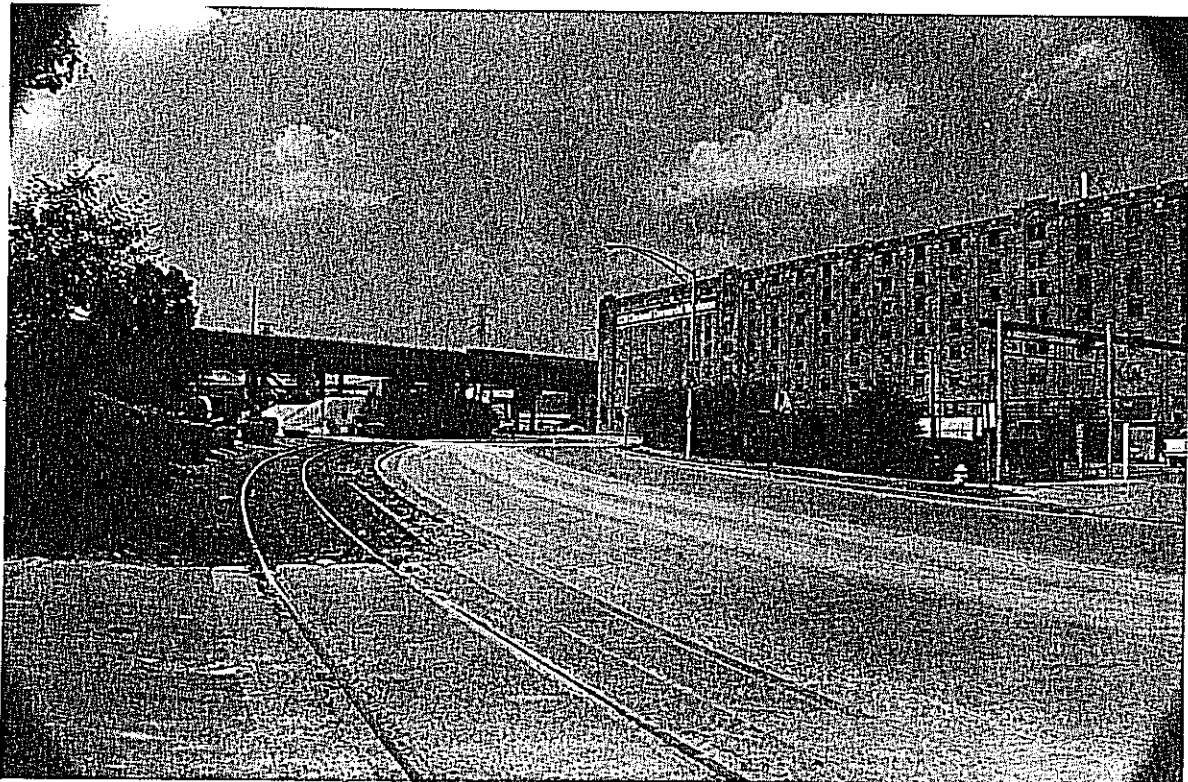
As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Mehring Way Relocation (Central to Roebling Bridge) project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.



Stephen I. Niemeier, P.E.  
Supervising Engineer

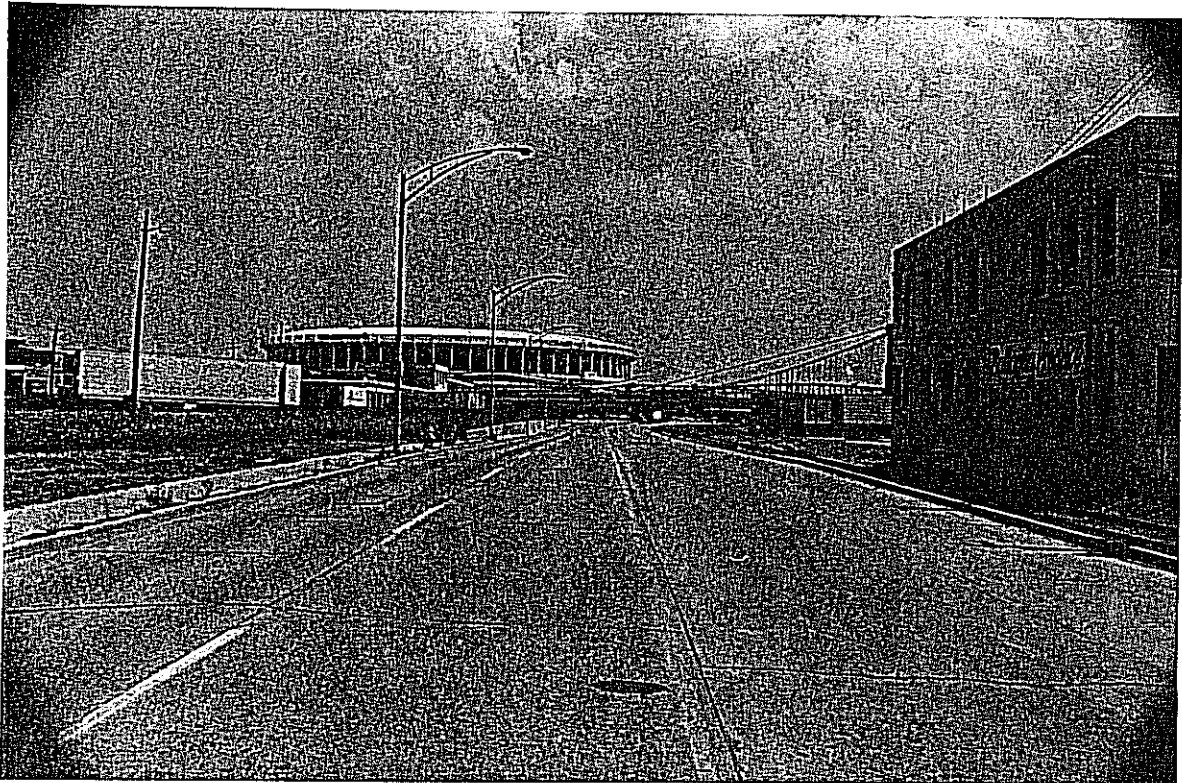


# MEHRING WAY





# MEHRING WAY





**SCIP/LTIP PROGRAM**  
**ROUND 13 - PROGRAM YEAR 1999**  
**PROJECT SELECTION CRITERIA**  
**JULY 1, 1999 TO JUNE 30, 2000**

JURISDICTION/AGENCY: CINCINNATI

NAME OF PROJECT: MELTING W/AV RELOCATION

PRELIMINARY SCORE FOR THIS PROJECT: 63

FINAL SCORE FOR THIS PROJECT: \_\_\_\_\_

RATING TEAM: 0

- |    |   |               |
|----|---|---------------|
|    |   | <u>POINTS</u> |
| 1) | If SCIP/LTIP funds are granted, when would the construction contract be awarded? <u>(See Addendum for definition of delinquency)</u>    | <u>5</u>      |
|    | 5 Points - Will be under contract by end of 1999 and no delinquent projects in Rounds 10 & 11.  |               |
|    | 3 Points - Will be under contract by March 30, 2000 and/or Jurisdiction has had one delinquent project in Rounds 10 & 11.               |               |
|    | 0 Points - Will not be under contract by March 30, 2000 and/or Jurisdiction has had more than one delinquent project in Rounds 10 & 11. |               |
| 2) | What is the physical condition of the existing infrastructure to be replaced or repaired? <u>(See Addendum for definitions)</u>         | <u>25</u>     |
|    | 25 Points - Failed  |               |
|    | 23 Points - Critical  |               |
|    | 20 Points - Very Poor   |               |
|    | 17 Points - Poor  |               |
|    | 15 Points - Moderately Poor   |               |
|    | 10 Points - Moderately Fair   |               |
|    | 5 Points - Fair Condition   |               |
|    | 0 Points - Good or Better   |               |

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

- 3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

5 Points - Project design is for future demand.  
4 Points - Project design is for partial future demand.  
3 Points - Project design is for current demand.  
2 Points - Project design is for minimal increase in capacity.  
1 Point - Project design is for no increase in capacity.

3

- 4) How important is the project to *HEALTH, SAFETY, AND WELFARE* of the Public and the citizens of the District and/or service area? (See Addendum for definitions)

10 Points - Highly significant importance, with substantial impact on all 3 factors.  
8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.  
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.  
4 Points - Minimal importance, with noticeable impact on 1 factor  
2 Points - No measurable impact

8

- 5) What is the overall economic health of the jurisdiction?

10 Points  
8 Points  
6 Points  
4 Points  
2 Points

6

6) What matching funds are being committed to the project, expressed as a percentage of the *TOTAL CONSTRUCTION COST*? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required; however, up to 5 additional points will be awarded according to the Loan & Credit Enhancement scale as stated below. All grant-funded projects require a minimum of 10% matching funds. Points will be awarded according to the following schedule:

Projects below \$1,000,000

10 Pts - 50% or more  
8 Pts - 40% to 49.99%  
6 Pts - 30% to 39.99%  
4 Pts - 20% to 29.99%  
2 Pts - 10% to 19.99%

Projects \$1M to \$2M

10 Pts - 60% or more  
8 Pts - 50% to 59.99%  
6 Pts - 40% to 49.99%  
4 Pts - 30% to 39.99%  
2 Pts - 20% to 29.99%  
0 Pts - 10% to 19.99%

\*Projects above \$2M

10 Pts - 70% or more  
8 Pts - 60% to 69.99%  
6 Pts - 50% to 59.99%  
4 Pts - 40% to 49.99%  
2 Pts - 30% to 39.99%  
0 Pts - 10% to 29.99%

Loans & Credit Enhancements

5 Pts - 50% or more  
4 Pts - 40% to 49.99%  
3 Pts - 30% to 39.99%  
2 Pts - 20% to 29.99%  
1 Pt - 10% to 19.99%

6

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban  
3 Points - Partial ban  
0 Points - No ban of any kind

0

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more  
4 Points - 12,000 to 15,999  
3 Points - 8,000 to 11,999  
2 Points - 4,000 to 7,999  
1 Point - 3,999 and under

4294

1

- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

5 Points - Major impact  
4 Points -  
3 Points - Moderate impact  
2 Points -  
1 Point - Minimal or no impact

4

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above  
3 Points - One of the above  
0 Points - None of the above

5

# ADDENDUM TO THE RATING SYSTEM

## DEFINITIONS/CLARIFICATIONS

### Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

### Criterion 2 - CONDITION

Condition is based on the amount of deterioration that is *field verified* or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

#### Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

#### *Definitions:*

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

*EXAMPLES:* Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

*EXAMPLES:* Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

*EXAMPLES:* Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant).

The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own.

Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - *REGIONAL IMPACT*

*Definitions:*

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.